potential of 100 Kmph and higher axle load 22.1 tonnes as compared to 20.32 tonnes in conventional BOXN wagons, was developed by RDSO. However, considering the limitations of present track structure and bridges and till such time the same are upgraded, these wagons are running with axle load limited to 20.32 tonnes.

(b) 305 BOXNHA wagons were procured during the years 1999 and 2000 at an approximate cost of Rs. 32 crores.

(c) Does not arise.

Creation of new railway zones

1429. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether any Expert Committee has recommended for creation of new Railway Zones;

(b) if so, the details of such recommendations made by the Committee;

(c) if not, the circumstances and detailed reasons for creation of new Railway Zones;

(d) whether Vizag Division could have been merged with S.C. Railway Zone, Secunderabad; and

(e) if not, the detailed reasons for not merging Vizag Division with South Central Railway Zone, Secunderabad?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Yes, Sir. The Railway Reforms Committee (1984) recommended creation of four new Zones, based on the criteria of workload, accessibility, geographical sprawl and pattern of traffic flows and other administrative and operational requirements, so as to provide relief to the heavily worked Zones and improve their efficiency.

(c) Does not arise.

(d) and (e) No, Sir. It is Waltair and not Vizag Division. Waltair Division was with South Eastern Railway and has now become part of new East Coast Railway Zone, which has been operationalised w.e.f. 01.4.2003. The jurisdiction of new East Coast Railway was decided keeping in view the geographical contiguity of the Divisions, smooth movement of traffic, to provide better control and to improve its efficiency. However, South Central Railway was having five Divisions and now two more new Divisions *i.e.* Guntur and Nanded have been added to it. While Hubli Division has gone to New South Western Railway, Hubli, *w.e.f.* 01.4.2003.

Harrassment of senior citizens availing rail concession by ticket checking staff

1430. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) the details of documents prescribed for age verification of senior citizens availing concession;

(b) whether Election Identity Card with age could be accepted as age proof;

(c) if not, the reasons therefore;

(d) whether to save senior citizens from regular harassment with heavy penalties and collecting full fares once again by treating them as Ticketless Travellers, Government will introduce a rule to collect only the concession given to them in the event of their not being in a position to produce prescribed documents for age proof; and

(e) if not, what other remedial measures could be assured?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) The document of proof of age can be any document issued by Government Institution/Agency/ Local Body like Identity card, Ration Card, Driving License, Pass Port, Educational Certificate, certificate from Panchayat/Corporation/ Municipality or any other authentic and recognized document.